

LOSS OF TITANIC MAY MODIFY BUILDING PLANS

Disaster Compared with Failure
of the Great Eastern Half a
Century Ago.

HUGE LOSSES AT LLOYD'S

Rates To Be Demanded in Future
for Insuring Leviathans Will
Be Higher than for
Smaller Vessels.

(By Cable to The Tribune.)

London, April 20.—The Titanic disaster is still on the tip of every tongue. At the instance of the Seamen's and Firemen's Union the Labor representatives at Westminster intend to bring under the notice of the government at once two important points raised by the loss of the world's biggest liner. One request concerns the number of boats to be carried by ocean-going liners and the other refers to arrangements for removing passengers from sinking ships.

It is asserted that it is the invariable rule to give precedence to first class passengers, so that in case of a wreck the steerage male passengers stand little or no chance of being rescued. To meet this criticism the suggestion is made that the Board of Trade should frame regulations apportioning a definite number of boats to each class of passengers, in proportion to the number of passengers carried.

In shipping circles the question is asked: Will the Titanic disaster have an effect similar to that of the failure of the Great Eastern? Isambard Brunel's leviathan was to have revolutionized shipping, but misfortune dogged her from the start. She was considered to have overstepped reasonable dimensions, and forty-five years elapsed after she was launched before anything like a notable departure from the 6,000 or 7,000 ton liner was again attempted.

The Big Ship Folly.

Part of the big ship folly these days lies in the disproportion between increase of size and increase of cost. The Germanic and the Britannic, built for the White Star Line in 1875, cost only \$1,000,000 each. They were fifteen knot vessels, and the estimated cost of a twenty knot liner fourteen years later was just double that sum. This, again, was nearly doubled after another ten years, when the second Oceanic was built. Her actual figure was \$700,000 (\$3,500,000), yet the first Oceanic sold for \$400,000.

This year already no fewer than twenty vessels have been posted as missing at Lloyd's, the latest being the Liverpool steamer Maroa, a fine ship of more than four thousand tons net. It is certain that the disaster to the Titanic will cause underwriters to consider very seriously the huge losses with which they are faced through the tendency to build larger and larger vessels, and in all probability some important changes will take place in practice at Lloyd's dealing with these leviathans. One thing at least is apparent—i. e., that owners, in the case of the larger vessels, will have to pay substantially higher rates of premium than will prevail in the case of smaller ones.

Floating Wrecks a Danger.

The exact loss to Lloyd's and the great marine insurance companies over the sinking of the Titanic may never be known. Insurance authorities frankly admit there are no means of ascertaining the actual loss involved. A leading ship owner expresses the opinion that many boats go down as a result of collision with floating wrecks. Even the biggest Atlantic steamer, if she squarely struck a waterlogged, lumber laden Norwegian "windjammer" floating on her cargo only, would doubtless either have to be written off as a total loss or included in the missing list.

The Board of Trade has been repeatedly urged to follow the lead set by the American government and maintain vessels for the purpose of seeking out these ocean perils and blowing them up, but has consistently refused. Sydney Buxton, president of the board, not long ago, in reply to a question in the Commons on the subject, said he saw no reason for action in the matter.

TITANIC JINGLE BY MAIL

"Mother, Put the Kettle On,"
Wrote Mr. Collett.

(By Telegraph to The Tribune.)
Auburn, N. Y., April 20.—A postcard sent by the Rev. Sidney Collett before he sailed on the Titanic was received here today. It contained the following jingle:

"Mother, put the kettle on;
I'll have a cup of tea.
Ready for the dear old sea,
Who's coming home from sea.
You'll be glad to see him,
And kiss him with delight;
So, mother, put the kettle on,
I'm coming home all right."

A letter mailed one day before the Titanic sailed said:

"In the event of anything unforeseen happening to me in my journey to you, please open the inclosed letter addressed to me."
—SIDNEY.

Inclosed was a sealed envelope, which was not opened. Mr. Collett came home "to tea" on Monday.

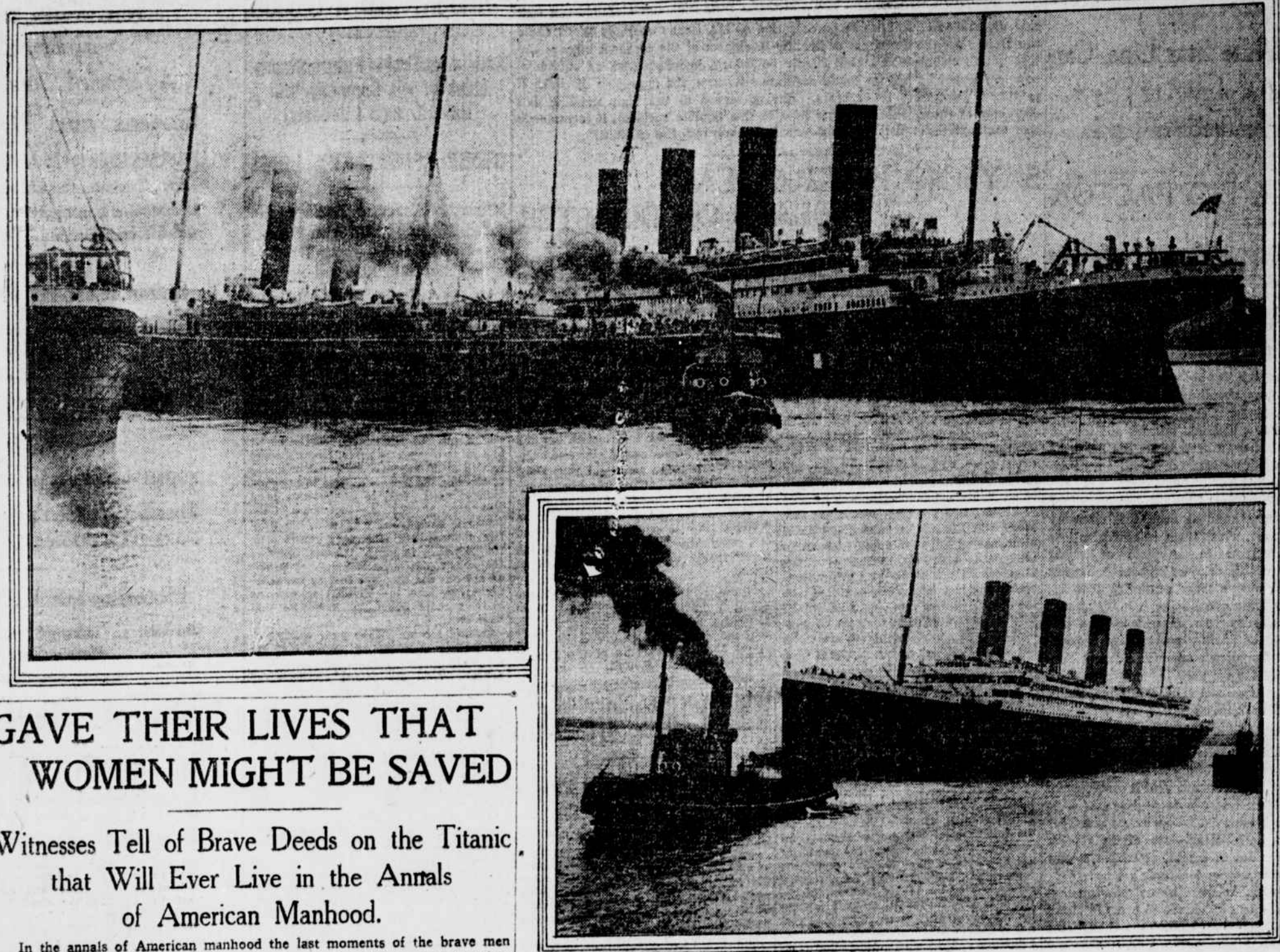
DANGERS OF FAT

HOW FAT AFFECTS THE KIDNEYS

The kidneys often become affected by fatty deposits before any other organ. Probably there is no more important function of the entire body than that performed by the kidneys. Any interruption or impairment of this function must necessarily result in serious trouble. And not the least of these dangers is the gradual change in substance of the organs themselves. You will hardly care to risk Bright's Disease, or the torture of Rheumatism, to say nothing of the unwelcome burden of fat which attacks the whole body, making it a sight far from attractive. There is one sure, harmless means by which fat may be checked; that is the famous Marmola Prescription of a Detroit Physician, rendered more convenient and effective in Marmola's Prescription Tablets. All druggists sell Marmola's Prescription Tablets, and their price is 75c for a large case, or they will be sent postpaid on receipt of price by the Marmola Co., 1213 Fairview Bldg., Detroit, Mich. By their use, exercise and dieting may be discarded; a smooth, clear complexion and even satisfactory reduction accomplished at the rate of 10 to 16 pounds a day.

THE TITANIC STARTING ON HER FIRST AND LAST TRANSATLANTIC VOYAGE.

The big liner as she was leaving Southampton on April 10, at 12:15 p. m. Photograph taken as the steamer from her enormous hull tore the American liner New York from her moorings, as described in cable dispatches published in The Tribune of April 11. A possible dangerous collision was narrowly averted. After this ominous start the Titanic proceeded to sea.



GAVE THEIR LIVES THAT WOMEN MIGHT BE SAVED

Witnesses Tell of Brave Deeds on the Titanic
that Will Ever Live in the Annals
of American Manhood.

In the annals of American manhood the last moments of the brave men who stood by the rail of the sinking Titanic, sending their women to safety while the icy waters in which they saw their graves crept upward, will long be remembered. The story of them would fill a volume that no eye could read without dimming with a tear of sorrow and brightening with a gleam of inspiration. The story is still only in fragments, told by hearts too full to speak the things they saw in connected form. Here are a few statements by eye-witnesses of how a number of the men already known to two continents earned immortal fame:

JOHN JACOB ASTOR.

Miss Margaret Mays said: "Colonel Astor, with his wife, came on deck at the moment that I got into a boat and entered another boat near by. Colonel Astor had his arms about his wife and assisted her into the boat. At the time there were no women waiting to get into the boats, and the ship's officer at that point invited Colonel Astor to get into the boat with his wife. The colonel, after looking around and seeing no women, got into the boat and his wife threw her arms about him."

"The boat in which Colonel Astor and his wife were sitting was about to be lowered, when a woman came running out of the companionway. Raising his hand, Colonel Astor stopped the preparations to lower his boat and, stepping out, assisted the woman into the boat he had occupied. Mrs. Astor cried out and wanted to get out of the boat with her husband, but the colonel patted her on the back and said something in a low tone of voice. As the boat was being lowered I heard him say: 'The ladies will have to go first.'"

Colonel Archibald Gracie said: "The conduct of Colonel Astor was deserving of the highest praise. He devoted all his energy to saving his young bride, who was in delicate health. Colonel Astor helped us in our efforts to get her into the boat. I lifted her into the boat, and as she took her place, Colonel Astor requested permission of the second officer to go with her for her own protection. The officer told him no man should go aboard the boat until all the women were off, and Colonel Astor simply inquired as to the number of the boat, and turned to the work of clearing other boats and reassuring frightened women."

Dr. Washington Dodge said: "I saw Colonel Astor standing at attention beside Major Butt as the ship went down."

Miss Hilda Slater said: "I saw Colonel Astor hand his wife into a boat tenderly and then ask an officer whether he might also go. When permission was refused he stepped back and coolly took out his cigarette case. 'Good-by, dearie,' he called to her as he lighted a cigarette and leaned over the rail. 'I'll join you later.'"

A boy of fourteen years told Captain Charles F. Cralin, a passenger on the Carpathia: "I owe my life to Colonel Astor. When I tried to get into one of the lifeboats a sailor pushed me away, saying: 'You're not a girl.' Colonel Astor, who happened to be near, saw the incident, and, picking up a girl's hat from the deck, he slipped it down over my head. Then he slipped me into a boat just as it was being lowered, and I was saved."

Mrs. Thomas M. Cardozo said: "I saw the farewell between Colonel Astor and his wife. He helped her into the boat, kissed her goodby and then resolutely refused to get in after her, in spite of her tears and entreaties."

MR. AND MRS. STRAUS.

Colonel Archibald Gracie said: "Mrs. Isidor Straus went to her death because she would not desert her husband. Although he pleaded with her to take her place in the boat she steadfastly refused, and when the ship settled at the head the two were engulfed by the wave that swept her."

Miss Ellen Bird, maid to Mrs. Straus, said: "Mrs. Straus stepped aside when the first boat was being filled, explaining that he could not go until all the women and children had places. 'Where you are, papa, I shall be,' spoke up Mrs. Straus, rejecting all entreaties to enter the boat. Mrs. Straus vainly attempted to persuade his wife to enter the second boat, assuring her that eventually he would find a place after all the women and children had been taken off."

"One after another the boats were lowered. Finally that in which Mrs. John Jacob Astor was rescued was made ready. 'Here is a place for you, Mrs. Straus,' cried Mrs. Astor. Mrs. Straus only shrank closer to her husband. Several passengers, at least two of them being women, attempted to force Mrs. Straus into the boat, but she cried out against separation from her husband, and ordered her maid, Miss Bird, to take the place beside Mrs. Astor."

"You go," said Mrs. Straus to me; "I must stay with my husband." Mrs. Paul Schabert said: "Mrs. Straus declared that she would not leave her husband, who had a stammer near me and to whom I spoke frequently. They were standing arm in arm as the lifeboat left. She would not forsake her husband. She clung to him as she refused, and they went down arm in arm. But she resolutely refused to leave her husband's side."

Bjornstrom Steffanson, an attaché of the Swedish Legation, said: "In the excitement I heard one say: 'Mrs. Straus, you must go.' Turning around, I saw the Strauses standing together. The men were talking to Mrs. Straus. 'No, no, I will not go!' she cried to her husband; 'I cannot leave you.' Then some one said: 'You both can go. There's room for both.' 'As long as there is a woman on this vessel,' said Mrs. Straus, 'I will not leave. They are the first who must be looked after. When they are safe then come the men. But not until all the women are in the boats will I put my foot in a lifeboat.'"

"You are an old man, Mr. Straus," somebody said. "I am not too old to sacrifice myself for a woman," was the reply.

The struggle which ensued when Mrs. Straus tried to force her wife into the boat is a picture which I shall never forget. It was more than pitiful. Mrs. Straus went in, and went down with her husband when the Titanic sank."

Mr. and Mrs. A. Dick said: "As our boat, the last boat of all to go, moved away from the ship we could plainly see Mr. and Mrs. Straus standing near the rail with their arms around each other. The lights of the Titanic were all burning and the band was playing. To me the most affecting episode of the whole disaster was that final glimpse of this elderly couple, hand in hand, awaiting the end together."

Mrs. Churchill Candee, of Washington, said: "I was standing close to Mr. and Mrs. Isidor Straus when the lifeboats were lowered. Mrs. Straus was urged to take her place in one of them, but she resolutely refused to leave her husband's side."

BENJAMIN GUGGENHEIM.

James Eitches, assistant steward of the Titanic, said: "Mr. Guggenheim was one of my charges. He had his secretary with him—an Armenian about twenty-four years old. Both died like soldiers."

"When the crash came I awakened them and told them to get dressed. A few minutes later I went to their rooms and helped them get ready. I put a life preserver on Mrs. Guggenheim. He said it hurt his back, and as there was plenty of time I took it off and readjusted it. Then I pulled a heavy sweater over Mr. Guggenheim's head and both went out."

"They went from one lifeboat to another helping the women and children. Mr. Guggenheim was shouting: 'Women first! Women first!' They were great assistants to the officers. What surprised me was that both Mr. Guggenheim and his secretary were in evening clothes. They had deliberately taken off their sweaters and so far as I could see wore no lifebelts."

"What's that for?" I asked.

"We've dressed up in our best," said Mr. Guggenheim, "and are prepared to go down like gentlemen."

"Then he gave me this message to his wife: 'If anything should happen to me, tell my wife in New York that I have done my best in doing my duty.'"

"I waved goodby to Mr. Guggenheim as

MAJOR ARCHIBALD BUTT.

Mrs. Henry B. Harris said: "I saw Major Butt just before they put me into a collapsible raft with ever so many women from the steerage."

"Oh, this whole world should rise in praise of Major Butt! That man's conduct will remain in my memory forever—the way he showed some of the other men how to behave when women and children were suffering. That awful mental fear that came when we had to be huddled in those boats! Major Butt was near me and I know very nearly everything he did."

"When the order to take to the boats came he became as one in supreme command. You would have thought he was at a White House reception, so cool and calm was he. A dozen or so women became hysterical all at once as something connected with a lifeboat went wrong. Major Butt stepped to them and said: 'Really, you must not act like that; we are all going to see you through this thing.' He helped the sailors rearrange the rope or chain that had gone wrong and lifted some of the women in with gallantry. His was the manner we associate with the word aristocrat."

"When the time came for it he was a man to be feared. In one of the earlier boats fifty women, it seemed, were about to be lowered, when a man, suddenly panic-stricken, ran to the stern of it. Major Butt shot one arm out, caught him by the neck and jerked him backward like a pillow. His head cracked against a rail and he was stunned."

"Sorry," said Major Butt; "women will be attended to first or I'll break every damned bone in your body."

"The boats were lowered away one by one, and as I stood by my husband he said to me: 'Thank God for Archie Butt! Perhaps Major Butt heard it, for he turned his face toward us for a second.'"

Miss Marie Young said: "The last person to whom I spoke on board the Titanic was Archie Butt, and his good, brave face smiling at me from the deck of the steamer was the last I could distinguish as the boat I was in pulled away. Archie himself put me into the boat, wrapped blankets around me and tucked me in as carefully as if we were starting on a motor ride. He himself entered the boat with me to help me get fixed, and with an smiling face as if death were far away."

"When he had carefully wrapped me up he stepped upon the gunwale of the boat, and, lifting his hat, smiled down at me and said: 'Goodby, Miss Young.' He said: 'Luck is with you. Will you kindly remember me to all the folks back home?'"

"Then he stepped to the deck of the steamer, and the boat I was in was lowered to the water. It was the last boat to leave the ship—of this I am perfectly certain. And I know that I am the last of those who were saved to whom Archie Butt spoke."

Mrs. Churchill Candee, of Washington, was with Miss Young, and she said she saw Major Butt standing on the deck watching their boat pull away and waving goodby."

Mrs. D. W. Marvin said: "I think that when we pulled away from the Titanic I saw Major Butt, whom I knew slightly, standing near where they were loading some other boats. He had an iron bar or stick in his hand, and he was beating back the frenzied crowd who were attempting to crowd into these lifeboats."

A second cabin passenger who was taken to the Chelsea Hotel said he saw a man who was pointed out as Major Butt standing alongside of the lifeboats. "He was in his shirt-sleeves. In his right hand he held a revolver and as the crowd made toward the boat I heard him shout: 'Stand back, you men. Women and children first. I'll shoot the first man who tries to enter a boat!'"

"This held them back. As I was shoved to one side I heard a pistol shot, but whether it was from his revolver I don't know. The last I saw of him was after I was moved into the boat with my wife and my ten-month-old baby in my arms. I saw Major Butt and Colonel Astor standing together as our boat was lowered to the water."

George D. Widener.

(By Telegraph to The Tribune.)
Philadelphia, April 20.—It was only today that the details of the death of George D. Widener and of the heroism of Mrs. Widener after the parting with her husband and not became known. Her physician has only permitted Mrs. Widener to recount the story in a fragmentary manner.

One of the facts learned by the family is that Mrs. Widener assisted the sailors in rowing the lifeboat after it left the side of the Titanic. At various times during the night she took her place at the oars, relieving the sailors, who were nearly overcome by fatigue and exposure."

"The shock was not very severe," Mrs. Widener said, "but we all went to the deck. Later we placed life preservers on, and finally were induced to enter the boats. We had not the slightest thought that the Titanic would sink, and only went into the boats at the instance of our husbands, expecting they would follow in other lifeboats in case the Titanic sank, but we never expected that. We kissed each other goodby on deck, supposing, of course, that the parting would be for a short time. The Carter family, Mrs. Astor and Mrs. Thayer and some others were in the same boat. Finally it was lowered over the side of the ship after I kissed George and Harry goodby."

"As the lifeboat was being lowered down the great side of the ship George called down: 'Well, you take the first ship to New York and we will follow.' We waved to those above and they waved to us. Soon the boat touched the water and was rowed out to sea."

As the little boat pulled away from the ship Mrs. Widener saw her husband and son for the last time standing on the deck and waving. The men stood later with Colonel Astor, Major Butt, J. B. Thayer and others, doing their utmost to assist women and children into boats."

Exactly how Mr. Widener met his death will probably never be known. He was seen by the last boatload of survivors standing near the stern of the vessel, but whether he jumped into the sea at the last moment or remained on the vessel probably never he knows."

The details of the last moments of Mrs. Widener's son also are not known. He was playing cards with William M. Carter, Major Butt and Clarence Moore in the smoking room when the crash came. The men rushed outside and did their utmost to assist women and children into boats. Mrs. Widener into the boat, kissed her goodby, and after waving a last farewell disappeared."

None of the survivors apparently saw young Mr. Widener when the liner sank."

HENRY B. HARRIS.

Mrs. Harris said: "Harry and I were in our stateroom playing cards. I had intended to retire shortly and was in negligence. A sort of jar attracted our attention, and Harry left the stateroom to see what had occasioned it. He was gone several minutes."

"Outside in the corridor I heard him say, 'Is it as bad as that?' Upon his return he told me I had better dress. I had dislocated my shoulder a few days before in a fall on the deck, and my arm was in a sling. We adjusted the sling carefully and tied up the arm with some ribbons that were lying around."

"Then we both went outside on deck. I entered the last lifeboat that was launched. At first I did not want to enter, and objected mildly. An officer said to me: 'Now, Mrs. Harris, you must set a better example to the others. If you hold back some of the women may become hysterical.'"

"So I consented, and Harry helped me the others waiting. Though this was the last lifeboat to leave, Jacques told me that collapsible boats were being prepared and that he would put off in one of them. But when our boat pushed off I gave up all hope that he would be saved. I believe that I saw Jacques waving to me until the last."

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Mrs. William T. Graham said: "Mr. Roebbling came up to us as we were standing near the lifeboats. He told us to hurry

and get into the boat. Mr. Roebbling hustled our party of three into that boat in less time than it takes to tell it. He was working hard to help the women and children. The boat was fairly crowded when we three were pushed into it. A few men jumped in at the last moment, but Mr. Roebbling stood at the rail and made no attempt to get into the boat."

"He shouted goodby to us, and stood there. I can see him now. I am sure that he knew that the ship would go to the bottom."

EDGAR J. MEYER.

Mrs. Edgar J. Meyer said: "I tried and tried to get Edgar to come into the lifeboat with me, and pleaded to be allowed to stay behind and wait until he could leave, he not caring to leave before all the women had been saved. Mr. Meyer finally persuaded me to leave him, reminding me of our one-year-old child at home. I entered the lifeboat and watched until the Titanic sank, but for only a short time did I see my husband standing beside the rail and assisting other women into boats in which he might have been saved."

Mrs. Lucien P. Smith said: "Mr. Meyer came to the lifeboat with his wife. He kissed her and helped her into the boat. We wanted him to come, too, but he headed only the custom of women and children first. He ran to the dining room and returned with a bottle of liquor just as the boat was lowered."

LUCIEN P. SMITH.

Mrs. Lucien P. Smith said: "My husband saw that I was dressed warmly and then took me aside, saying, 'Darling, in your marriage you have promised to obey me, and this is the only occasion when I will exact it.' He told me what to do and placed me in the boat, kissing me goodby. There was room in the boat for twenty more people, but he stood back, and later went down with the ship."

Mrs. Edgar J. Meyer said: "Mr. Smith stood with my husband when Mrs. Smith and I were put into the lifeboat. He refused to come, although there was room for many more people, and gladly obeyed the rule of 'women and children first.' We saw him and Edgar standing and looking after us as the boat pulled away from the ship, and later we saw him go down with the Titanic."

DANIEL W. MARVIN.

Mrs. Daniel W. Marvin said: "He grabbed me in his arms and knocked down men to get me into a boat. As I was put into the boat he cried: 'It's all right, little girl, you go and I will stay a little while. I'll run on a life preserver and jump off and follow you back.' As our boat started off he threw a kiss at me, and I saw him standing and looking after me until the end."

MRS. J. J. ASTOR IMPROVED.

Mrs. John Jacob Astor was reported much improved yesterday by her physician, Dr. Reuel D. Kimball. He said that she was out of danger. She arose at about 10 o'clock yesterday, feeling much refreshed after a ten-hour sleep.

FRENCH SHIPS CARRY RAFTS FOR ALL ABOARD

Law on Subject Most Severe in
Europe—Admiral Urges More
Seamen on Flyers.

NEW LINER BOUND WEST

La France Has Passenger Capacity of 1,900 and Crew of 800, with Boats and Rafts to Hold 2,900.

(By Cable to The Tribune.)

Paris, April 20.—A high official at the French Ministry of Marine, discussing today with your correspondent the Titanic disaster, said:

"It would be premature and useless until more explicit, technical information reaches us to attempt to criticize or deduce lessons in regard to efficacy of bulkheads, boats and life-saving appliances on the big Atlantic liners. All I can now say is that the French law of 1908 is the most severe and stringent in Europe concerning lifeboats and rafts, and a government inspector in every French port is responsible for the regulations being complied with in French ships."

"No two catastrophes ever occur under exactly similar circumstances, but in France the technical opinion is that large life rafts, such as are required by the law of 1908, are much more useful than lifeboats, which in a heavy sea are very precarious. Moreover, life rafts add less to the top hamper, any undue increase of which makes a ship topheavy to the point of danger."

"A naval commission is now studying to ascertain the best practice in watertight compartment construction and the problem whether or not watertight bulkheads discount the value of boats and rafts. Authorities on naval construction are also considering the question whether the building of enormous ships to carry close upon three thousand passengers necessarily reduces the margin of safety. The trend of opinion is that these big ships are really safer than those built fifteen years ago, provided the life-saving appliances increase concurrently with and in proportion to the size of the ship."

French ships are, in theory at least, admirably equipped in regard to safety appliances. For instance, La France, the new liner of the French Line, which sailed to-day from Havre and which was inspected on Thursday by your correspondent, has a passenger capacity of 1,900, of which 535 is first cabin and 442 is second cabin. The crew numbers 800, and there is raft and boat capacity to float more than 2,900 human beings."

A distinguished French admiral remarked to your correspondent: "I put my faith in good, commodious life rafts rather than in boats or in bulkheads. It is of vital importance, however, to increase the number of first class seamen on all transatlantic liners, so that the rafts and boats can be properly handled and commanded. Raft and boat drills, too, should be more frequent, and, above all, wireless operators should on all ships, be on duty constantly day and night."

Havre, April 20.—La France, the new 27,000-ton French liner, sailed from Havre at 1 o'clock this morning on her maiden voyage to New York.

The passengers included Mr. and Mrs. Robert Bacon, as well as the official French delegation to the Champlain festivities. J. Dal Piaz, the general manager of the French Line, who was also a passenger on La France, said before sailing that orders had been given to the captain to take the southern course and to adopt every measure of prudence.

The disaster to the Titanic, except in very few cases, has not affected the passenger list of La France.

WOMAN SAW MAN SHOT

Jumped Into Boat and Officer Killed Him, She Says.

Baltimore, April 20.—Mrs. Ada Ball, one of the survivors of the Titanic disaster, who came to Baltimore to-day, in an interview relating her experiences said she saw one man shot down. She got a place in the last boat to leave the ship, she said.

"I saw one man jump into our boat and was almost seated when he was ordered out. He sneaked back again, and was discovered